

## RAIL AGREEMENTS LABOR BOARD JOB, HARDING DECIDES

Its Powers Will Not Be  
Usurped in Settling  
Wage Disputes.

PROBLEM IS GRAVE  
Responsible for Present  
Traffic Crisis, Is View  
of Cabinet.

JEWELL APPEAL HEARD

Request for National Confer-  
ence Will Be Further  
Discussed.

Special Despatch to THE NEW YORK HERALD.  
New York, April 1.—President Harding and his cabinet advisers believe the national agreements entered into by the Railroad Administration and covering hours of labor and working conditions on all the railroads are one of the underlying causes of the present transportation crisis.

The question of keeping these agreements, under the law, must be settled by the Railroad Labor Board in Chicago. The agreements have been attacked by the carriers and the issue is before the board for settlement. The President and his assistants will not usurp the powers of the board, but it became known to-day that they regard the issue as involving a fundamental principle of government.

Practically the entire time of the longest session of the Harding Cabinet yet held was given over to-day to discussion of the railroad problem. In his conference with newspaper men at 4 o'clock, the President made it known that the session was devoted entirely to questions affecting the business and commerce of the country in the important phases of production, transportation and agriculture.

Mr. Harding and his advisers had before them to-day a long telegram from E. M. Jewell, head of the Railroad Division of the American Federation of Labor, asking the President to call a national conference of railroad executives and managers and employees to settle the points at issue between them.

The appeal was discussed at great length, but it is understood it will be the subject of further study because it involves the question whether national agreements between the railroad workers and railroad managers should extend beyond national control of the railroads. In its broad application it is understood the President believes that if national control is established the right of any American institution to negotiate with its employees is eliminated, and that, vice versa, the right of employees to negotiate with their employers is eliminated, bringing an absolute Government control of business and industry.

The national agreements now at issue were made by the Railroad Administration with representatives of all of the organized workers. The railroads are protesting them as unfair in that they fix the same rates for small towns as for large cities, and that justice and economy demand that the employees in each section and on each railroad be employed under conditions prevailing in the particular locality. They hold it is foolish to demand the same wages for a car washer in a small Southern town as for a car washer in New York city.

**BROTHERHOODS WILL  
MEET SECURITY HOLDERS**  
Committees Will Consider  
Railroad Plight.

Heads of the four big railroad brotherhoods replied yesterday to the National Association of Owners of Railroad Securities that they will meet the members of the association Monday at 10:30 o'clock at the Hotel Astor for a conference, in which it is hoped to reach some solution of the difficulties now confronting the roads.

The answer was in reply to an invitation sent out Thursday to the heads of the brotherhoods by the association, which represents large and small holders of railroad securities.

"We have a reply from W. F. Stone of the Brotherhood of Locomotive Engineers," said S. Davies Warfield, president of the association, "stating that he, together with the heads of the three other brotherhoods or their representatives will meet the committee on Monday. Mr. Stone said he desired to bring two additional representatives, which was concurred in. A subcommittee of seven will report to the full committee of twenty-five after Monday's conference."

It was said that many additional bankers had agreed to serve on the committee.

**RAILROAD OBJECTS  
TO BOARD RULING**  
Made Party to Wage Award  
Unaware; Opposes Rules.

CHICAGO, April 1.—Officials of the Arizona Eastern Railroad appeared unexpectedly this afternoon before the Railroad Labor Board after the hearing had been adjourned until Monday. The board reconvened and listened to objections to the national agreements by F. M. Scott, general manager, and G. P. Bullard, solicitor of the road.

The road was made a party to the wage award of July, 1920, although its officers contend it never was represented before the board.

No agreements ever have been had on the road, according to the officers, and they did not consider themselves bound by the existing ones. Inasmuch as the road was made a party to the former decision, it was expected that the board would also include them in the rules decision. Their objections were also directed against this inclusion.

## CALIFORNIA SENDS FRUIT BY WATER TO NEW YORK

First Shipment of Lemons and Oranges to Reach Here  
Entirely by Sea Route Is Believed to Indicate  
Revolution in Transportation From Pacific Coast.

The first all water shipment of California lemons and oranges arrived here yesterday by the Shipping Board freighter Liberator, also a California product, consigned to the California Fruit Growers' Exchange, and the impression of the shippers and the consignees is that a revolution in the transportation of California citrus fruits has begun. It was brought about, the shippers say, by what they call the prohibitive railroad freight rates, and it looks like as if the problem of the fruit grower was on the way to solution.

The present rail rate on lemons from California is \$1.56 a hundred, and this the spokesman of the Fruit Growers' Exchange said yesterday, is more than the industry can stand. The trade set about finding out what could be done in the all water way of transportation, and six

weeks ago sent a small experimental cargo from San Pedro to Philadelphia. The experiment was a success, and soon the shippers loaded the Liberator with 11,148 boxes of lemons, about 300 to the box, and 990 boxes of oranges, costing for shipment by way of the Panama Canal 70 cents a hundred.

It takes about fifteen or sixteen days to get California fruit here by rail, and it required only twenty-two days for the Liberator to make the trip. The fruit was not refrigerated, but was ventilated, naturally and artificially. Lemons, the expert said, keep better under ventilation than refrigeration. The boxes were opened yesterday and the fruit found in good condition. It will be sold by auction on Monday. Another freighter, the Cramp, is on the way with a larger cargo than that of the Liberator.

## WAGE REDUCTIONS FOR SHIP WORKERS

Shipping Board Agrees on  
Plan With Association  
of Owners.

WASHINGTON, April 1.—Decision to reduce the wages of the 63,000 men employed on American ships operating out of Atlantic and Gulf ports was reached to-day at a conference of representatives of the American Steamship Owners Association and Chairman Benson of the Shipping Board.

The steamship owners sought the approval of the board to a plan for readjustment on May 1 of wages and working conditions. The board declined to approve any specific plan, Chairman Benson said, and the terms of the proposed wage reductions were not made public.

The steamship owners were told, the chairman announced, that the board was thoroughly in harmony with the view that there must be readjustment of wages necessitating a reduction, restriction of overtime and modifications of some of the existing rules and regulations.

The board insisted that before any definite action is taken conferences between the owners and the men must reach new working agreements for submission to the board. The negotiations, board officials explained, affect all marine engineers, firemen, seamen, cooks, stewards and wireless operators on the Atlantic and Gulf coasts. Working agreements with the masters and mates, it was said, do not expire until August 1.

Representatives of the steamship owners at the conference with Chairman Benson included Winthrop L. Marvin of New York, of the American Steamship Owners Association; Capt. Eugene C. O'Donnell of G. L. Sprague & Co., Boston; A. J. McCarty, International Mercantile Marine Corporation; F. C. Osborne, Munson Steamship Line; and Robert F. Hand, Standard Oil Company of New Jersey.

## WIDOW LOSES \$12,000 TO CONFIDENCE MEN

Pennsylvania Woman Victim  
of Swindle in Ohio.

TOLEDO, Ohio, April 1.—Mrs. A. G. Krebs, wealthy widow of Tamaqua, Pa., told detectives here to-day she had been swindled out of \$12,000 by confidence men whose convincing promises lured her from Florida to Toledo.

The swindlers successfully resorted to the old trick of "getting inside tips on the stock market." The widow entrusted her currency to the ringleader in a hotel here March 4, and when she returned three hours later he had fled.

Mrs. Krebs early last winter sold an apartment house in New York city and went alone to St. Augustine. On her daily visits to the post office there she became acquainted with "a distinguished looking gentleman" and a woman he introduced as his wife. Another man appeared. The two then pretended to play the market by ostensibly putting up \$10,000 and quickly winning \$6,000.

Mrs. Krebs travelled to New York and procured a certified check for \$12,000. Then she went to her old home in Tamaqua, where she obtained the additional \$11,000, losing all.

**MORE MEN BUSY IN CLEVELAND**  
CLEVELAND, April 1.—Automobile plants here had 1,500 more employees to-day than they did a month ago, a gain of 24 per cent., according to the monthly survey conducted by the Chamber of Commerce in cooperation with the United States Department of Labor.

**Did  
You  
Neglect  
any friends at  
Easter time?**

If so a box of  
cut flowers will  
be appropriate  
now.

Visit a Flower  
Shop To-day.

Flowers Are  
Plentiful

**SAY IT WITH FLOWERS**

## FIRE PORT CAPTAIN CHARGES NEGLECT

Declares 28 U. S. Ships at  
Pralls Island Are Dis-  
regarded.

Capt. J. N. Patton was discharged yesterday as port captain in the employ of the Shipping Board at Pralls Island and he immediately sent a letter to George W. Sterling, district director of the board, charging that twenty-eight vessels laid up at the island are in a deplorable shape and that his repeated reports urging that something be done to prevent further deterioration had been disregarded by Shipping Board officials.

Capt. Patton said that his original report had been made to Capt. O. O. W. Parker, Marine Superintendent, and that he had seen Capt. Parker personally when the latter refused to believe that the conditions described in the report could be true.

"I replied," said Capt. Patton in his letter, "that I had photographs to prove my statements, and that the vessels were riding on top of one another, crushing the stems and lying on top of anchors. His answer to me was: 'It seems to me you are taking a hell of a lot of interest in Pralls Island to take pictures of the vessels.' I replied that I was and considered that it was my duty."

An investigation was demanded by Capt. Patton "to place the responsibility where it belongs." Mr. Sterling declined to discuss Patton's letter or the conditions at Pralls Island, which is near Staten Island. A despatch from Washington last night, however, quotes Admiral Benson, chairman of the United States Shipping Board, as denying Patton's charges. Admiral Benson said that he had sent Capt. Paul Foley, Director of Operations, to inspect the ships there and he had reported that "conditions were very good." Capt. Foley himself said that the Government had been spending more than \$1,250,000 a year through the tieup of the ships at Pralls Island. The ships are as safely laid up "as could be expected under the circumstances," he said, and added that only about \$250,000 damage had been sustained.

**PACKERS EMPLOYEES  
MAY CALL OFF STRIKE**  
Vote Sought After Secretary  
Davis Makes Appeal.

CHICAGO, April 1.—The 1,300 striking employees of the independent packing companies and the William Davies Packing Company will vote to-morrow on the question of calling off the strike. Officials of the Amalgamated Meat Cutters and Butcher Workers' Union made the announcement to-night after receiving a request from Secretary of Labor Davis that the strike order be recalled.

Secretary Davis's request said the strike was a violation of the agreement extending the Alschuler war time arbitration pact, reached recently between the five big packers and their union employees and concurred in by the independent and Davies companies.

Representatives of workers called the strike because of alleged violation by the two companies of the seniority and wage clauses of the Alschuler agreement.

In a reply to the Secretary to-night John E. Hart, president of the employees' union, declared that Mr. Davis's telegram contained the first information he had received of the packers' acceptance of the agreement.

**WINDOW GLASS PRICES CUT.**  
PITTSBURGH, April 1.—A 21 per cent. cut in the price of window glass, effective to-morrow, is announced by officials of the American Window Glass Company, one of the largest producers in the world.

## EINSTEIN ARRIVES; HOPES TO ESCAPE BEING INTERVIEWED

Says Answering Reporters  
Is Like Being Undressed  
in Public.

MEASURABILITY IDEA

Compares Insect Crawling  
Around Globe With Meas-  
uring Space.

THE SAME LOGIC APPLIES

May Lecture at Princeton on  
Relativity—Coming to  
Zion Congress.

PROF. ALBERT EINSTEIN, author of the theory of relativity, is a passenger aboard the steamer Rotterdam, which arrived here yesterday too late to dock. The scientist, accompanied by his wife, is a member of a party of Zionists who have come here to inform American Jews of the best means of helping to develop Palestine. Other members of the party are Prof. Chayim Weizmann and Menachum Mendel Ussishkin, leaders of the Zionists.

By RAYMOND SWING.  
Special Cable to THE NEW YORK HERALD.  
Copyright, 1921, by THE NEW YORK HERALD.  
New York Herald Bureau,  
Berlin, March 28.

"Please announce for me that I should appreciate not being asked for interviews in America."

Prof. Albert Einstein, the German scientist and author of the relativity theory, asked THE NEW YORK HERALD correspondent here to convey this message to America in advance of his arrival there, where he will go to attend the Jerusalem conference of the Zionists in Washington. Mrs. Einstein, who resolutely seconded this request, added another one, which even more truthfully reveals the individuality of Germany's foremost scientist.

"I so hope that some one will lend my husband a good violin," she said. "He has a fine instrument, but he does not want to risk taking it on an ocean voyage."

Little could be learned regarding the relativity theory or the measurability of the universe, but it was discovered that Prof. Einstein was a human being. He is close in his propensities to many other human beings, as his wife testified on the point of the violin. He is not insensible, however, to the temptation to lecture at an American university on relativity and the measurability of the infinite, and may accept an invitation, priority going to Princeton, which made the first offer to him.

Logic Applied to Mathematics.

Only a fifteen minutes' chat was allowed with the professor himself, and then on condition that personal questions should not be asked, Mrs. Einstein promising to answer such queries. Although a brave venture was made to draw the physicist into a discussion of the measurability of the cosmos, it developed that it would require twenty-five minutes for Prof.

Einstein to prove his thesis. Then he was asked:

"If the universe is measurable, then it must have a limit, and if it has a limit, what lies beyond it?"

A genuine professional smile lighted up Prof. Einstein's face. "But it isn't like that," he said. "You don't see it. If an insect is crawling around the globe you can say its path is infinite, but still you can measure the globe. Now, you might answer that this is true of a globe, although not necessarily true of space. But the same logic can be applied to space, too."

Professor Einstein devoted most of the interview to talking about his forthcoming trip to America, in connection with which he deplored his inability to speak English.

**Sorry He Can't Talk English.**

"I always intended to learn languages before undertaking travel, but I never had the time," he continued. "Naturally I can read scientific works in English, but I cannot carry on a conversation in that language."

"How long would it take you to master a language?" he was asked.

"Oh, a long time," he replied. "I am slow learning languages."

But you have another language besides your own; I mean mathematics. Here his face again brightened with a smile.

"All, yes, mathematics is a language—a lovely language—in which much can be said admirably, forcibly, clearly," he declared. "But one must be musical to understand mathematical science as such. He pointed to a violin case in a corner of the room, adding:

"I have a third language—music."

There is nothing awe inspiring in Prof. Einstein's appearance, for he has the gentlest features and the manners of a half clumsy, oversensitive boy. He is not tall, but a little overcast, with sloping shoulders, long arms and ungainly movements. He wore an old green sweater, for which not a syllable of apology was offered.

But once Prof. Einstein's presence, a visitor is entranced by the scientist's face, which is the face of a prophet. It has an intangibly loving expression and is kind, patient and ingenious. In his conversation he is utterly without pretension.

While speaking of his thesis of the measurability of the universe, Professor Einstein casually remarked:

"I do not know whether any one else ever tried to prove it the same way, but many other scientists had the same belief."

Professor Einstein does not read much of what is written about him and he does not care what is attributed to him. He is the son of an electrical engineer and he wants to be free from inquisitiveness.

There is no ring of ceremony in his house. He lives to work and everything in his home harmonizes with this motive. Even all his meals are served

in the narrow, small room which is his study. They are quietly laid on a tray by the door, so as not to disturb his thought. His wife devotes her days to keeping the barricade intact, over which an eager world tirelessly tries to press.

Mrs. Einstein's eldest daughter by a previous marriage is Professor Einstein's private secretary and keeps his papers in order. Shelves reaching to the ceiling fill one of the walls of the study. On these shelves are orderly piles of manuscripts, which proclaim his secretary's devotion.

This study is as little like a great thinker's workshop as one could imagine. There is not a single book to be seen in it. There are only manuscripts and a few journals on the shelves. There is not even a desk in the room, and Professor Einstein writes on a parlor table, which is placed beside a window at one end of the study.

Is he a persistent worker? He says no; his wife yes. He calls himself lazy, Mrs. Einstein said, but added:

"He works hard enough."

It would seem that this work consists principally of thinking, for Prof. Einstein has written but one book in all his life, which contains a simplification of his relativity theory. It was written in response to an English demand. If any one who has read this book was inspired with any hostile or inquisitive such, he can blame Prof. Einstein's

stepdaughter, for when he wrote it he "tried it out" on her, as her mother admitted.

"He used my daughter for what we call a 'laboratory rabbit,'" she said. "He declared that if she grasped it every one else would do so."

As Prof. Einstein wrote, he read page after page of his manuscript to her and asked solicitously:

"Do you understand?"

"I am not a mathematician," she said. "However, my husband explains things so clearly that I can follow him and when he finishes I can see that it must be true. But two or three days later I find that it has all grown dim again."

Prof. Einstein is 42 years old this month and is the youngest man ever elected to the Berlin Academy of Science, of which he became a member seven years ago. This membership gives him an income and he is free to lecture or not, as he pleases, at the Berlin University. He is the son of an electrical manufacturer, a man of limited means

but of high culture. As a lad he heard much music at home, but his father failed in business, and this meant his going to Switzerland, where, during years of great poverty, the young man studied and where he took out Swiss citizenship papers twenty years ago.

The theory of relativity came to him when he was 26 years old and was working as an engineering expert in the patent office of the Swiss Government in Bern. He has had a brilliant career since then, having been successively a professor in Bern, Zurich, Prague and then back to Zurich, and finally in Berlin. Now he is visiting professor at the University of Leyden (Holland).

As a boy Einstein was a prodigy in mathematics, and when he was fourteen years old the principal of the academy where he studied marked him as ready for university work in mathematics and physics. In other subjects he was of only average quickness. His thesis when he received his doctor's degree was entitled "A New Qualification of Molecular Dimensions."

When Prof. Einstein writes it is chiefly to set down conclusions and an article by him takes up only a page or two of a scientific journal. All of these articles if put together would not be enough to contrast with the men who have written about him, for in England alone there have been ninety-four books published on the theory of relativity alone.

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be appropriate  
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